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probably, he intended only to produce a more or less ephemeral tract for the purpose of influencing the public opinion of the moment. No doubt the evident conviction of the writer, the forcible way in which his opinions are presented, and the readable form in which they are clothed will cause it to serve this purpose quite effectively.

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The Development of Transportation in Modern England. By W. T. JACKMAN. Two volumes. (Cambridge, England: The University Press; New York: G. P. Putnam's Sons. 1916. Pp. xxii, 820. \$7.25.)

This work is essentially a study of the development of roads and inland waterways in England from 1500 until 1830, prefaced by a brief description of conditions prior to the sixteenth century, and supplemented by a long account of the transition from canal and turnpike to railway. In the choice of his title, therefore, Mr. Jackman is somewhat pedantic, choosing to follow the nomenclature of the professional historian, who dates the modern period from the end of the fifteenth century. The reader will be disappointed if he expects to find here a treatment of the later development of transportation in England. It is true that the author's record of events reaches the middle of the nineteenth century, but this seems to be merely by way of postlude in order that the significance of the transition to the railway economy during the first quarter of the century may be better understood. In spite of this limitation, Mr. Jackman's field is quite extensive; and it is a field in which, taken as a whole, there is but one rival with any serious claim to consideration, namely, E. A. Pratt in his *History of Inland Transport and Communication in England* (1912). But Jackman has dug down into the primary sources more patiently and more deeply than Pratt.

A large share of the text is devoted to the history of the highways. The reputation of the Webbs' scholarly volume (1913) as the best account of the administrative development of the English highway system still remains unshaken. Jackman's particular contribution, and it is a valuable one, is in the accumulation of evidence, first, as to the state of the highways, and, second, as to the conditions and cost of travel and conveyance over the roads. The bibliography is especially rich in references to roads and turnpikes, though Miss Ballen's well-known bibliography is not

listed; this appeared, however, less than two years before the completion of Mr. Jackman's treatise. In the list of maps and road-books, one notices the absence of any reference to the (at the time) well-known *Travelling Dictionary* of Paterson.

Mr. Jackman's inquiry into waterway development in England is decidedly more exhaustive than those of his predecessors, from Phillips to Pratt, and very few sources of information appear to have been overlooked. In the list of sixteenth century statutes concerned with river navigation, the act of 1535 imposing a fine upon persons injuring the navigation of the Thames escapes mention; and, in the account of the river Exe, so does the closing, in 1290, of the opening hitherto left in the Countess Weir. Izacke, a useful authority on Exeter matters, does not seem to be included in the references. There must be ready recognition of Mr. Jackman's success in welding together an exceedingly scattered mass of material dealing with the progress of river improvement and canal building, enabling the student, for the first time, to gain really clear ideas as to the favoring and opposing forces that were at work and the significance of the economic results.

Any writer dealing with the transitional period of English railway history naturally invites comparison with John Francis. Jackman is not the stylist that Francis was, but he adds much to our enlightenment by the greater array of data that he presents. There are indications, however, that the same diligent care that marks the preceding chapters was not given to the checking up of authorities in this section. But, on the whole, the method of attack is praiseworthy. A few curious errors appear. It is difficult to understand why Anderson's *Recreations* should be referred to in proof of the statement that the possibilities of the application of steam to the railways were foreseen as early as 1800. Certainly, not by Dr. Anderson! R. L. Edgeworth, to whom the author does not refer, advocated, in 1802, the establishment of four-track railways on the great roads out of London, to be operated by stationary engines and chains. One is also surprised to find so careful a student committing himself to the year 1847 as the date of establishment of the Railway Clearing House—of course, he is in very excellent company in his error (the Joint Committee of 1872, Gustav Cohn, et al.), but really the evidence is very plain as to the correct date (1842). There is a puzzling reference to the *three* navigations that connected Liverpool and Manchester about 1825 (p. 522). Also to the

"Moreton" railway (p. 485). One must demur to the strict accuracy of the assertion that, up to the time of the opening of the Liverpool and Manchester line, all other railways, except the Surrey Iron Railway, had contemplated the carriage of but one commodity (p. 536); for the Stockton and Darlington project, though undoubtedly based mainly upon the carriage of coal, "contemplated" (and actually achieved) the carriage of other commodities, and even passengers. The Surrey Iron Railway, by the way, might well have been inquired into, for information concerning the utilization of this public tramway would have been very acceptable. On page 543, the text infers that, in 1835, there was continuous railway communication between Liverpool and Birmingham, but the Grand Junction Railway, affording the connection, was not opened until 1837. Relying upon Jeans, Mr. Jackman allows Parliament to have sanctioned, up to and including 1836, only 34 railway lines, of a length of 994 miles. Reference to a more reliable authority would have made evident that for "up to and including" should be read "during." In some places, though not in all, the author is too ready, perhaps, to accept the assertions of partisan pamphlets at their face value. Is the reader expected to know by intuition that the Leeds and Selby Railway is part of the North Eastern of today, or that the Manchester and Leeds is part of the Lancashire and Yorkshire? In comparing the relative taxation of stage coaches and railways, it is not altogether satisfactory to leave out of account the burden of local rates upon the latter. The movement toward amalgamation is hardly given adequate recognition; but, fortunately, Cleveland-Stevens (1915) supplies his lack in this respect.

Yet, on the whole, perhaps, Mr. Jackman's treatment of the early railway period fulfils well enough its intended purpose. The controversy between the respective advocates of canal and railway systems, the causes of the decline of the canal system, the advantages and evils arising out of railways, are all illuminated by his explorations into the ephemeral literature of the day.

In conclusion, attention should be called to the series of extremely interesting appendices, the preparation of some of which must have entailed considerable labor. The exhaustive bibliography has already been referred to. Its list of British Museum pamphlets bearing on the field is very welcome. As regards railway references, one wonders at the omission of Francis, Cohn, von Weber, Poussin, Steel, and others. Despite this or that omis-

sion or blemish, Mr. Jackman has reason to be satisfied with the achievement of an important piece of work that reflects great credit upon his research ability.

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